(c) and (d) In view of the highly competitive scenario, Indian Airlines has introduced a Flexi Fare Policy *w.e.f.* 25th May, 2001. The level of fare is increased/ decreased, sector to sector, season to season and was from prime time to non-prime time on selected sectors based on market factors such as seasonality, supply demand equation, strength of Indian Airlines versus competitor, competitive fares etc. The fare payable by the passengers in North East were about 18% lower than on sectors of similar distance in rest of India. This differential is now about 32% with Inland Air Travel Tax (IATT) exemption granted in respect of flights to and from the North East region *w.e.f.* 15.4.2002.

Hand trolleys at Hyderabad Airport

4959. DR. DASARI NARAYANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether old designed and insufficient number of hand trolleys are in use at the Hyderabad Airport both at domestic and international terminals;

(b) if so, the details thereof; and

(c) the action Government propose to take to make available new modern designed hand trolleys in sufficient number of Hyderabad Airport within a time-frame?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) to (c) All the old hand trolleys have been replaced with 550 numbers of new modern designed hand trolleys both at domestic and international terminals of Hyderabad airport on 1.02.2002.

Amritsar Airport

4960. SHRI SUKHBIR SINGH: Will the Minister of CIVIL AVIATION be pleased to refer to answer to Unstarred Question 3651 given in the Rajya Sabha on 30th April, 2002 and state:

(a) the details of ongoing projects for development of Amritsar Airport both national and international indicating the target set for commissioning;

(b) the details of introduction of international flights to and from Amritsar; and

(c) the flights to be started in the near future?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) At Amritsar Airport, the works of strengthening and extension